

and read the bulletins gave the thing up and sought trains.

STALLED TRAINS LIGHT A WILDERNESS.

The railroads running into Jersey City and Hoboken were tied up, not by snow drifts that made progress along the main lines impossible. All trains reached the outskirts along the Jersey meadows, and it was here that they stuck. The driving snow had put the interlocking switches out of business. As fast as the switches were cleared the snow drifted back in. Back of the Bergen Hill, the blocks and barriers in the meadows last night resembled cities. Stalled trains were everywhere, shedding electric light.

The Pennsylvania road suffered on account of the many interlocking switches in their Bergen Hill cut. West of the cut is Marion station. It was here that trains were held up. The Manhattan line, due at Jersey City at 2:30 P. M., was still on the meadows opposite Marion at 5 o'clock last night. The Keystone Express, due at 2:45 yesterday afternoon, was still on the meadows. The Philadelphia Express, due at 2:50, was the Philadelphia Express, due at 2:50. The Washington Limited, due at 3:10, was two hours late in getting to Marion, and remained there until 5 o'clock, when it was preceded by two heavy snowploughs, it panted slowly into Jersey City.

Surrounding these limited trains were a mass of accommodation trains. It is likely that many of them will be there this morning. An enormous crowd was in the big station at Jersey City waiting to get home. As few of the accommodation trains could get in, there was no one to go out. Asked if trains were running at all, the road replied: "We are running on rag time!"

STORM DINING CARS.

Conditions in the Pennsylvania yards and the Bergen cut improved greatly late at night when an enormous force of men were sent out to clear the switches. In many cases the trains were stuck in the yards. Passengers on the through trains stalled at Marion were fed in dining cars at the expense of the company. For many of the stalled accommodation trains, the wind of this and demanded similar treatment. Some stormed the dining cars and the crews of the latter could not get the care for their appetites until the supplies in the hinders were exhausted.

SPORTS' SPECIAL MISSING.

Early in the evening a crowd of about 500 sports from this city bound for Philadelphia to see the Tommy Murphy-George Attie fight arrived at the Jersey City depot and began inquiring for their special train. They set up a great howl when it was announced that the train had been stalled. The railway officials said they had trouble enough without worrying about a prize-fighting crowd. The sports started back to this city grumbling. "You can't know that the night had been postponed."

PHOEBE SNOW, SHE COULDN'T GO.

Snow-clogged switches held up trains for hours in the yards of the Delaware and Lackawanna and the Erie. The snow drifts lay in the short stretch this side of the Bergen tunnel. The yards yesterday afternoon began to fill with stalled trains both outgoing and incoming. The Erie express, due to leave at 2 o'clock, didn't get to the tunnel until two hours later. The incoming Chicago express, due at 3:15, didn't reach the yard until 8 o'clock last night. It was said that this train was stalled among the switches west of the tunnel. The "Phoebe Snow" train from Buffalo was scheduled to arrive at local trains was east to the winds. The trains were run as fast as they could. The Erie was in equally bad condition. Frozen and snow blocked switches held up trains on either side of the tunnel and trains crawled in hours late. The big express from the West was stalled in the yard, owing to difficulty along the route up the State. Even when they did reach the meadows they were again halted for a long time for the clogged switches to be cleared. A force of 700 extra men were engaged to do the clearing and the trains were able to get in some time. The Erie would go about a train behind the main switches while the locomotive puffed slowly behind. Only one stretch of track at a time was cleared in the yard. The Erie was blocked in a maze at the meadows had to wait each its turn before being escorted in by the sweeping and cleaning corps. The local trains were sent out to boost to be behind any one that was following the cleaners. Many of the accommodation trains were sent out early in the day. For a mile and a half out from Communipaw there was a string of stalled trains. The same process was employed on the Erie was sent out for a variation on this line. Trains on the New York and Newark branch that usually run on trolley car schedule were sent in and out at intervals of two hours.

COMMUTERS' RUSH SWEEPS AWAY POLICE.

On the Greenwood Lake division of the Erie there was not a train run after 5:45 o'clock in the afternoon. The Erie was in the important suburban towns. A crowd of commuters had gathered in the station. The company's train was sent out for a variation on this line. Trains on the New York and Newark branch that usually run on trolley car schedule were sent in and out at intervals of two hours.

RESERVES CALLED OUT.

Emil Schulte of Belleville, N. J., was caught crawling aboard the train through a smashed car window. Police men McKenna grabbed Schulte, pulled him out and dragged him back to the platform. As a result Schulte turned on McKenna and gave the latter a licking. McKenna scrambled to his feet and started to get away. The train was packed and jammed when the reserves arrived and the men were fighting to get aboard. The police drove the surplus crowd back into the waiting room and locked the doors.

HIGH TIDE ADDS TO THEIR TROUBLES.

Additional trouble was caused by the high wind and tide that drove the waters up into Pavonia avenue to the left of the depot. The water was so deep that people bound for Jersey City had to get out of the water to the trolley cars. Sgt. Booth secured a number of wagons from the Wells Fargo Express Company, and in these the Jersey City folk were ferried across the flooded street.

WEST SHORE GIVES IT UP.

The West Shore, running out of Weehawken, was tied up thoroughly last night. A local train was sent out at 4 o'clock in the afternoon, and none other was sent out until 7:15 last night, when a train was made up for the Jersey City depot. Two engines were attached to the train and it got a mile and a half out of Weehawken, where it stuck in a drift. Two additional engines were sent out to boost this train along from the rear, and the combined force of the four locomotives managed to drive it through the snow.

City Hall Clock Had to Quit.

The City Hall clock, after doing its duty bravely in a place where the storm hit hardest, quit at 7:45 o'clock last night. It's a bad storm that puts this particular city servant to sleep.

more trains would be sent out. No trains were coming in on the line.

York, Ontario and Western trains that come in over the West Shore are snow-bound so far up the State that the men in the Weehawken depot tell them that they don't know when they will get in.

LONG ISLAND ROAD QUILTS.

It was the first time since 1888 that the Long Island road had to quit a driving storm. When the snow filled it in, the yards at Long Island City and elsewhere, the switches were ice locked and could not be kept clear.

The results to persons living along the lines verged on the tragic. The station at Long Island City was jammed with local people who had thought to get home by starting early. Some got away, but most of them were reduced to despair when these signs were posted at 10 P. M.: "The storm has made it impossible to move trains on the Long Island Railroad. No tickets will be sold until further notice. No boats will be sent out until further notice. So full that nobody could get in. At 8 o'clock the ferryhouse was full and people were standing under the sheds and in the faces, unable to go anywhere else.

Delegation after delegation went to the office of General Superintendent Eddison and General Manager Potter, begging the officials to move at least one train. The officials gave the same answer to all. "We have done everything we could, and we can't tell you when there will be. If the wind dies down we may be able to send a few trains out to help."

ONE FOR COATED CHILD WHO LIVES IN Mineola.

"Say the word and I will go to the waiting room and the street and get 1,000 men who will send out."

"We have big gangs doing that now," said Superintendent Eddison. "We don't want passengers to take chances on trains in this kind of a storm."

"But we are willing to take any kind of a chance," said the Mineola man. "We have got to get home to-night."

"Sorry, but it can't be done," was the reply.

TRAGEDY AMONG THE WOMEN.

Women wept in the station and some got hysterical. A few had brought babies out into the storm. "There's no body to get me. There's nobody to get my dog or my cat. My mother is sick and alone. I must get home soon," they cried. The officials advised everybody to go back to Manhattan and stay all night. Thousands took the advice, but many of them were so tired that they could not walk, and they stayed where they were. The storm was so bad that they were unable to go anywhere else.

ITALIAN KILLED, WHOLE GANG QUILTS.

Two hundred Italian laborers were put to work in the Long Island City yards early in the morning. They had trouble enough in keeping the switches clear. About 6 o'clock a train backed in and killed one of them, Antonio Fennaro, cutting his head. The train was stalled in the yard and did not hear the train. When the other Italians saw what had happened they dropped shovels, scrapers and picks and fled. The train was stalled in the yard and did not hear the train. When the other Italians saw what had happened they dropped shovels, scrapers and picks and fled. The train was stalled in the yard and did not hear the train. When the other Italians saw what had happened they dropped shovels, scrapers and picks and fled.

MISSING TRAINS LOCATED.

Chief Dispatcher Magee got the line on all Long Island trains in the afternoon. By noon every westbound train that started yesterday morning was in the Long Island City yards. A few gray hairs to his head. Some of these got into difficulties and were stalled in drifts along the main line and the tracks away from the meadows. Snowploughs were sent to their relief. By 3 o'clock Magee knew where every train was.

ONE TRAIN STALLED ALL NIGHT.

One train which he expected to pick up at the Bergen cut stalled all night between Floral Park and Garden City. On it were many passengers, including women and school girls. The snow piled high against the cars. The train was in a deep cut and several cars were almost completely covered. Several of the girls were taken out of the train and taken to the Bergen cut. The train was stalled in the yard and did not hear the train. When the other Italians saw what had happened they dropped shovels, scrapers and picks and fled.

CONDUCTOR HENRY SMITH, BRAKEMAN WILLIAM DOLAN AND ENGINEER WILLIAM VAUGHN.

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OF THE 50,000 PEOPLE THE LONG ISLAND RAILROAD HANDLES DAILY IT WAS ESTIMATED THAT TWO-THIRDS WERE STALLED IN THE YARDS.

Of the 50,000 people the Long Island Railroad handles daily it was estimated that two-thirds were stalled in the yards. The train was stalled in the yard and did not hear the train. When the other Italians saw what had happened they dropped shovels, scrapers and picks and fled.

COLONIAL EXPRESS SAUNTERS.

Navigating Train Got Stalled South at Last After Many Troubles.

The New Haven Railroad transport Maryland with the Colonial Express aboard reached Jersey City at 8:15 o'clock last night, being due at 3:55. The train was packed and jammed when the reserves arrived and the men were fighting to get aboard. The police drove the surplus crowd back into the waiting room and locked the doors.

STORM BLENDS A REVIEW BY THE MAYOR.

The review of the Thirtieth Regiment Heavy Artillery of Brooklyn by Mayor McClellan, which was to have taken place last night at the Summer avenue armory, was postponed until Monday night, owing to the storm.

A smoker's sore tongue and mouth are relieved by cleansing the teeth with

STODOLSKY'S

Liquid, Powder or Paste

ASK YOUR DRUGGIST

Take Laxative Brown Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c each.

JAP FUNERAL SNOWBOUND.

MOURNERS FOR BABY HAGAKANA SUFFER SEVERELY.

Rescued by Police From Woodlawn Cemetery After Hearse Overturned—All Frostbitten and Women Fainting—Coffin Sent to Aid Vanish in the Snow.

There were few burials yesterday afternoon. Several of the largest firms of undertakers decided that it would be best to take no chances. About twenty persons, Japanese and white, who went to the funeral of J. Hagakana, a two-year-old Japanese girl, were snowbound last night at the Woodlawn cemetery. After the girl had been buried, the hearse was overturned in a snow drift in the cemetery. The horses drawing four of the carriages were so exhausted that they gave out, and the mourners were rescued by a squad of police. There were six carriages in all, and two of them got home last evening with their occupants.

The little girl died last Saturday at her home in the Majestic Apartments at 145th street and St. Nicholas avenue. Her father is Kazuro Hagakana, a silk merchant in Broadway. The funeral started at 2 o'clock. About thirty persons attended it, including a number of women, Japanese and white. Mr. Hagakana, his wife, who is a Japanese, and his mother, Mrs. Janushi, were in the first coach.

The trip to Woodlawn took over an hour and a half. The grave diggers had been waiting for some time and were numb from cold. The coach drivers also were exhausted by the trip. The mourners, although they had heating appliances in the coaches, were almost as badly off.

It happened that the hearse was an elaborate one, and the program was shortened so that it consumed only a few minutes. When some of the mourners arrived at the grave they started back immediately without even waiting for this. Those who didn't wait were the ones who got home last night. Their horses were in better condition.

When the ceremony was over, the hearse started for Manhattan. The grave was about half a mile inside the cemetery gate. The driveway was piled high with snow drifts, and the hearse was caught in one near the gate; the horses gave a sudden turn and it toppled over. There were four carriages right behind it. S. J. Leung, the undertaker, sent two men, Theodore Ocht and Oscar Kessler, to the Woodlawn police station for help. Meantime, the drivers and the men mourners tried to dig out the hearse. They had made little progress when ten policemen in charge of Roundman Park arrived.

They had run all the way from the station to keep warm. They tackled the hearse, but were unable to right it. By this time the women mourners were almost exhausted from the cold. They had been lying in the coaches for over half an hour and some of them had swooned. The police then decided that the only thing to do was to let the women folk to shelter. The horses were unhitched, as it was impossible for them to be turned around in the snow banks, and taken to the men mourners. The police then took them to the Woodlawn station. They had half a mile to go over snow banks and drifts, no path having been broken.

WEDDING PARTY IN THE STORM.

Drove Over an Embankment, Spilled Their Wedding Cake and Got Married All Right.

WILKESBARRE, Pa., Jan. 25.—A wedding party, driving from the bride's home to the church in the Wyoming Valley, was lost in the storm today and drove over an embankment. The bride, Mrs. Mary Wall, was injured seriously, but with her bridesmaid and best man had to walk back home, half a mile away.

BRIDGE WAS NOT SO BAD.

Looked Like a Mass Meeting at This End But More Trains Adjoined It.

The Brooklyn Bridge, after being threatened with a congestion that promised a complete blocking of Brooklyn bound traffic, extricated itself from its difficulties late yesterday afternoon and handled the rush hour crowds as though there were no snowstorm or any other hindrance. The situation began to get interesting at about 4 o'clock, when all the Brooklyn sleepers were simultaneously hit by the idea that the only way to get to their beds by 9 o'clock was to get over the Bridge before dark.

The carrying capacity of the bridge was tested to the limit. The full at quarter past 4 o'clock. At half past 4 all the through elevated trains were out and only Bridge-bound trains were left. The Brooklyn sleepers were blocked by policemen at the bottom of the stairs and only one trainload was allowed to pass. The Brooklyn sleepers were blocked by policemen at the bottom of the stairs and only one trainload was allowed to pass.

PROMPT CHARITY WORK.

Policemen Authorized by Society to Spend \$2 on Any Case of Destitution.

A special order from Commissioner McAdoo was read in the West Forty-seventh street station house yesterday afternoon, when the men started on the 4 o'clock tour, instructing them to inquire at all tenements on their posts for cases of destitution which needed immediate attention. The order was said to be issued at the request of the Charity Organization Society, and it authorized the police to spend \$2 on any case of destitution.

SPARROWS SEEK MEN'S HOUSES.

Sheltering in the Vestibules Along Morningside Park.

The colony of sparrows in Morningside Park, where there are no buildings under whose eaves they could seek shelter, flew yesterday to the vestibules of the apartment houses on the east side of the avenue. They got in whenever the doors were opened and found perches up near the ceiling. The steady heat seemed agreeable to them and as the hallways shared lunches with their visitors the birds got along very well.

THE STORES CLOSED EARLY.

Nothing Doing—One Broadway Jeweler Took In Less Than \$3.

All the big dry goods stores closed up early to give their employees a chance to get home. The Twenty-third street stores all closed at 4 o'clock and the Broadway shops soon afterward. Most of the stores could have remained open all day with profit to themselves. There were few shoppers. One large Broadway jewelry store reported two cash sales yesterday and both didn't aggregate \$5.

THEATRICIAL NOTE.

FISHKILL LANDING, N. Y., Jan. 25.—William Faversham and his company of thirty-five, playing "Lobby" are stalled at Fishkill Landing.

FROM GIRLS CAN'T GET AWAY.

More Than 100 Stormbound in New Haven—All Having a Good Time.

NEW HAVEN, Jan. 25.—More than 100 Yale Prom girls were held up in this city to-night and accounted of the blizzard and made their headquarters at the New Haven House. Half of this number made a desperate attempt to reach the railroad station for afternoon trains for New York and the West, but got only half way there when trolleys and carriages in which they were passengers became stalled and they decided to return to remain until the storm subsided.

MAY CAUSE COAL FAMINE.

Snow Ties Up Railroads in Anthracite Region and Mines Shut Down.

WILKESBARRE, Pa., Jan. 25.—The storm threatens to cause an anthracite famine along the eastern seaboard and in New England, where, it is understood, the supply of coal in the stock yards is small. All the mines have been obliged to suspend work owing to the blizzard, which prevents empty cars from being sent to them. The loaded trains being hauled away, so severely are the railroads crippled by the great snowdrifts.

AUTO FIRE ENGINE HANDY.

Put Out a Blaze When Engines Drawn by Horses Were Stalled in the Snow.

NEW LONDON, CONN., Jan. 25.—During the to-night fire started in a wooden building in Starr street, in the heart of the city, and the numerous frame structures close by were for a time in great danger of destruction, owing to the high wind. The prompt response of the Niagara Company's new chemical engine undoubtedly saved the fire from spreading, as the regular volunteer fire department was unable to reach the fire through the snowdrifts for several minutes after the Niagara's auto, which heretofore has been looked upon more as a toy than as a practical fire fighting machine, put out the blaze.

WIDEN SWEEP OF THE STORM.

Zero Weather and Snow in the West and North.

CHICAGO, Jan. 25.—Chicago is suffering from the worst spell of weather of the winter. It was about 10 degrees above zero this morning and the wind was blowing above forty miles an hour from the west, while the snow was falling in almost level sheets of stinging ice. The weather man predicts another extremely cold spell as soon as the snow stops.

NO ONE WORE SHOES YESTERDAY.

—So we've still plenty of \$5 and \$3.50 shoes at \$2.85.

ROGERS, PEET & COMPANY.

Three Broadway Stores.

25th 842 1260

Warren st. 13th st. 32nd st.

BROOKLYN CLOSED UP EARLY.

School Children and Store Employees Sent Home—Warning From B. R. T.

The Brooklyn Rapid Transit lines were so tied up early in the afternoon that General Manager Calderwood issued this announcement at 2:30 o'clock: "If the storm continues for more than an hour longer persons wishing to travel by trolley had best start several hours earlier than usual. Those who can do so would be better off if they stay at home. The Brooklyn Rapid Transit Company has out every available sweeper, snow plough and all the shovellers we can get, but it is impossible to keep the lines open in the teeth of such a storm and gale. It will be impossible to cope with the storm after midnight."

IMMIGRANTS COULDN'T LAND.

Barge Load of 600 From the Vaderland Fails to Reach Ellis Island.

Only a part of the steerage passengers of the Red Star liner Vaderland, which arrived on Tuesday night from Antwerp and Dover, after losing ten immigrants through seasickness on the voyage, reached Ellis Island yesterday. One Hungarian, died in the morning aboard ship of exhaustion due to "bad nutrition and seasickness."

WIRES IN GOOD SHAPE.

Rush of "Can't Get Home" Telephone Messages to Anxious Wives.

The Western Union wires stood the storm in pretty good shape. Trouble was reported south of Washington, but that was not serious, as no city was absolutely out of communication with this city. The brokers' through wires to Chicago worked through the business day without interruption. The New York Telephone Company had its troubles, not because the storm put its equipment out of business, but because of the rush. It was estimated by an official of the company that the number of calls received in the afternoon and early evening was more than double the normal. The wires were badly congested.

TOO MUCH FOR STREET CLEANERS.

They Made a Gallant Struggle, but Decided to Be Wise and Wait.

M. D. Bouton, snow inspector of the Street Cleaning Department, said yesterday that his men had been forced to surrender at noon. In the forenoon the snow-covered streets were being cleared by the men at work along Broadway, Fifth avenue, in the financial district and in other main thoroughfares, but the men became so exhausted by cold and wind that they were so rapidly undone that they were called off early in the afternoon.

MARRIED.

MERRILL-ROGERS.—On Wednesday, Jan. 25, 1905, in Webb Memorial Church, Madison, N. J., by the Rev. Wendell Primecker, Ellen Gail Merrill Rogers, daughter of William Oscar Rogers, to Arthur Lewis Merrill.

DIED.

AGOSTINI.—Rita Godoy de Agostini died on the 23rd of January, after a short illness.

BURCH.—At the Manhattan, East 86th st., New York, Tuesday morning, Anna Montoy, wife of Charles Burch, died.

Services at the residence of her sister, Mrs. Horace N. Dougherty, 841 Park pl., Brooklyn, Thursday evening, Jan. 26, at 8:30 o'clock. Interment at Green-Wood.

GOULD.—On Tuesday, Jan. 25, 1905, Edward Sherman Gould, son of the late Edward S. Gould and Mary E. DuBois.

Notice of funeral at 10 o'clock.

MILBANK.—St. Paul's Episcopal Church, N. H. Jan. 24, Lawrence, son of Isaac and Virginia L. Milbank, aged 15.

Funeral services at the residence of his parents, Yonkers, N. Y., Friday afternoon, on arrival of train leaving Grand Central Station at 1:10 o'clock.

REYNAL.—On Tuesday, Jan. 24, 1905, Nathaniel Claude Reynal, Jr., youngest son of Nathaniel Claude and Sara Caldwell Reynal.

Funeral service.

WERDEN.—At Bay Shore, L. I., Tuesday, Jan. 24, Amy A. Paul, widow of the late Elias Werden.

Funeral service at the country residence of Dr. and Mrs. Henry Clarke Co., on Thursday evening, Jan. 26, at 8:00, returning at 11:15. Private papers please copy.

MILK TRAINS WILL BE LATE.

BY SEVEN HOURS OR MORE. RAILROADS NOTIFY DEALERS.

Dealers Say That the Farmer is a Wonder at Getting His Produce to the Railroad, and That It is the Railroad, Not the Farmer, That Gets Blizzarded.

Although many business houses were able to close up and allow their employees to go home early yesterday, it was very different with the milk dealers. They were kept on the jump. In the first place, it was with the greatest difficulty that the product was delivered. This was accomplished in fairly good shape during the forenoon.

The dealers then began to worry about the supply for to-day. It wasn't the question of being able to deliver milk that bothered them, but the problem was to get a supply for this morning's distribution. In discussing the situation last night the managers of one of the largest firms in the city had this to say:

"We anticipate little trouble in getting all deliveries made to-morrow. Milk, of course, is a product that cannot be kept in storage for a very long time. A new supply comes in each morning. Our dairies are in most cases either near by or right on a railroad line, and all the milk that New York can use will reach here, provided the railroads are not tied up. We expect that the milk trains will be more or less late in reaching this city and this will cause a delay in the delivery."

"Our greatest troubles are in the suburbs. This may seem strange, but we were able to deliver a very few orders in the night. The milk trains from New Rochelle and other small places to-day. Most of the milk for these places comes first to New York and then is reshipped to our suburban districts. We had all we could do to supply this city to-day and had to neglect the smaller suburban towns."

"Some folks may imagine that the small dairies will suffer as a result of the storm. It is the dealer who gets his supply direct from the farmer, who in most cases has to drive many miles to the nearest railroad depot. The railroads fulfill their part of the task the smaller dealer will get his milk all right this morning. The farmer is a wonder at getting his milk to the depot. A little thing like a blizzard will not stop the farmer. If the railroads are as reliable as he is there is no cause for alarm."

The milk trains that come in over the West Shore and the New York, Ontario and Western, which uses the West Shore's tracks from Cornwall, were all tied up last night. The trains are usually due about midnight. They bring in a large quantity of the city's milk supply. As the lines were then completely tied up, the arrival of the milk trains will get in. The despatcher in Weehawken said he didn't think any of them would reach here before 7 A. M.

If turned out to be a big one. Dealers kept the telephones busy between here and Jersey City last night inquiring about the arrival of the milk trains. Officials of the Erie notified all that no milk trains would get in before 5 o'clock in the morning. All of these trains, it was said, were from six to seven hours late. The trains from the Lehigh Valley and New England railroads came over this line, connecting at Goshen, which is a big milk carrying road, notified all dealers that the trains would be seven or more hours late. The usual gathering of milk wagons in Jersey City was not in evidence to-night, as the dealers decided not to send men over until notified that the trains were coming in.

WIRELESS IN GOOD SHAPE.

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